

SHERMAN.

Capture of Branchville After Three Days Hard Fighting.

BEAUREGARD REPORTED KILLED.

CAVALRY BATTLE NEAR AUGUSTA.

Kilpatrick Reported Defeated and Driven Five Miles.

He is Reported Moving on Augusta and Only Fifteen Miles Distant on the 10th of February.

Sherman's Infantry at Orangeburg.

Beauregard Occupies a New Line on the Santee, Covering Columbia.

A BATTLE SAID TO BE IMMINENT.

Capture of Branchville by General Sherman.

MR. THOMAS M. COOK'S DESPATCH.

PORT FINE, N. C., Feb. 13, 1865.

A courier from General Sherman to Admiral Porter arrived at Smithville yesterday, having ridden across the country at great peril, announcing the capture, by Sherman's forces, of the town of Branchville, after three days' hard fighting.

The capture was doubtless effected on the 8th inst. This was confirmed by the Wilmington papers of the 9th, as well as by other arrivals of fugitives at Smithville.

No particulars of the affair are given.

The announcement of the result has caused the highest commotion of spirit in this command.

General Beauregard Reported Killed.

BAITHELM, Feb. 17, 1865.

Flag of truce boats, with released Union prisoners, reached Annapolis this morning. A report was current in Richmond, when the men left, that Sherman had been checked, and that Beauregard had been killed.

REBEL ACCOUNTS.

Kilpatrick Moving on Augusta.

MR. THOMAS M. COOK'S DESPATCH.

On Friday last Kilpatrick, with his cavalry, had reached Augusta (Albany), fifteen miles from Hamburg, where he was attacked by Wheeler, defeated, and driven five miles, with considerable loss.

Hamburg is in South Carolina, immediately opposite Augusta, and it is supposed Kilpatrick was moving on the latter place when defeated by Wheeler.

A Column Moving on Augusta.

From the Richmond Examiner, Feb. 15.

It was currently reported yesterday that a column of the enemy was moving on Augusta! But the War Department has no confirmation of this, further than a despatch, received some days ago, referring to the appearance of some force of the enemy near Aiken, which is eighteen miles from Augusta.

Kilpatrick's Reported Fight at Aiken, South Carolina.

From the Richmond Dispatch, Feb. 16.

We have for some days been in doubt as to what force Sherman had sent in the direction of Augusta. This doubt has at length been solved. It seems that while his main army advanced towards Branchville and Charleston, he sent Kilpatrick and his cavalry to demonstrate against Augusta and to break up the Charleston and Augusta Railroad. From official despatches received at the War Department we learn that on last Friday General Wheeler attacked Kilpatrick at Aiken, on the Charleston and Augusta Railroad, twenty miles northwest of Augusta, and, after considerable engagement, drove him five miles in the direction of Branchville.

An official dispatch, received from Columbia yesterday, states that, in consequence of the enemy having occupied Orangeburg in force, our troops have abandoned Branchville. This is, in effect, the same statement as made by us yesterday. Our troops have, by this time, no doubt, fallen back to the Congaree river, which, with the Wateree, forms the Santee. Columbia is situated immediately on the right bank of the Congaree, thirty miles above its confluence with the Wateree. If our troops fall back behind the Congaree, the enemy will be able to shell Columbia from the south bank of that stream. We also learn that the Congaree and its tributary, the Saluda, are both easily fordable above the city. This disposes of our belief that our troops will seek to give battle before reaching the Congaree.

Sherman at Orangeburg.

THE REBELS EVACUATE BRANCHVILLE.

From the Richmond Sentinel, Feb. 15.

A despatch was received at the War Department yesterday stating that, in consequence of the enemy having occupied Orangeburg, our troops had fallen back from Branchville.

Beauregard to Make a Stand on the Santee.

From the Richmond Whig, Feb. 15.

We learn upon good authority that our forces are falling back before Sherman's advancing columns in the direction of Columbia, S. C., and will probably make a stand on the Santee.

Sherman Meets With No Interruption in His March.

From the Richmond Examiner, Feb. 15.

Among the multitude of reports attaching to Sherman's movement in South Carolina, we are as yet certain of only a few general facts. According to official advices received at the War Department, Sherman was moving on the upper branches of the Saluda, evidently intending to flank Branchville, and strike the railroad to Columbia north of its junction with the South Carolina Railroad; and as, since the date of these advices, several days ago, there has been no news of any interruption of this movement, it is concluded that General Beauregard has fallen back from Branchville to take up a new line to cover Columbia, and one better calculated for defensive purposes. The opinion appears to obtain in official quarters that a battle is imminent; that Beauregard will fight on ground of his own selection and with a force adequate for offensive or defensive purposes, as either may become necessary, and that the general situation is encouraging for us.

A New Route from the Carolinas to the Southwest.

From the Wilmington Journal.

We do not think that even the fact of Sherman or some of his forces reaching the South Carolina Railroad necessarily implies a stoppage of communication between

the Carolinas and the Southwest. It is true there will be a short gap, but not as long as most people imagine, and the new route will be an interior and much safer one than the present, not dependent upon the possession by us of the city of Augusta, although, of course, that would be important from other considerations.

THE LATEST NEWS.

Sherman's Forces Before the Capital of South Carolina—A Battle Expected.

WASHINGTON, Feb. 17, 1865.

Richmond papers of the 16th inst. state that the advance of Sherman's forces had reached the south bank of the Congaree, a few miles east of Columbia, and that the rebel forces had fallen back to the north bank of the river. A battle was imminent.

THE STATE CAPITAL.

General Consolidation of the New York City Railroads—No Increase of Fare—A Twenty per cent Patriotic Fund—How to Build a New State Capitol—The Fire Bill, &c.

OUR ALBANY CORRESPONDENCE.

ALBANY, Feb. 17, 1865.

A rush of miscellaneous business occupied both houses this morning prior to the adjournment at noon for the recess.

Decidedly the feature of interest to the city of New York was the introduction of a bill by Senator Conant consolidating the city railroads of New York, or to many of them as shall see fit to avail themselves of the privilege. The importance of this is in the point that it proves to be the result of the lengthy conference on the expediency of raising the city railroad fares. In these conferences it was found that a consolidation of these roads would enable a vast saving in expense. The principle which dictated the consolidation of the stage lines is found to apply to the city railroads. Wholesale purchases of fuel, animals and materials; the reduction of the number of officials, and all the sources of expense, can be attained by a consolidation of interests. The great point of importance to the public in the consolidation of the city railroads is the fact that it will not increase the rates, but will probably do so.

Outside of New York city the rates will have to be raised, and bills for Brooklyn and other places through which the State are under way have removing restrictions on the city railroad fares.

The Broadway Railroad bill, introduced to-day by Senator Conant, provides for a number of vented interests affected by the proposed bill, including adjoining city railroads, the stage men, &c. It also provides a patriotic fund of twenty per cent of the gross earnings, for pensioners of the war or disabled soldiers. In view of the ten cent rates of fare, the stage lines, and the fact that they do not and cannot go beyond our present mode of route—forty-second street—the sooner they are superseded the better. The splendid property around the Park will not be improved, but will be a source of revenue to the means of reaching that locality are adjusted to the objects in view for its improvement. The residents at the Park must be able to take his conveyance in Broadway direct for his up town residence before he can be expected to be satisfied with a house and costly lot in that favored neighborhood.

The City Railroad bill is not yet noticed here, but will be next week.

HOW TO BUILD A NEW CAPITAL.

A number of the members of both houses have built upon the idea of providing for the erection of a new Capital building irrespective of the proposition for its removal by a magnificent provision for that object in connection with the city railroad legislation this winter. The project is taken up with striking avidity, and appears to be a popular one. The idea is to build a new Capital building in the city of Albany, and to make it a sort of corporation like the Union Ferry Company, based upon the market franchises of both cities. The bill has also had a resurrection in a new form.

THE ASSEMBLY WILL.

A new Fire Department bill has been presented by Mr. Murray in the Assembly, which provides substantially for the legalization of the ordinances passed by the Common Council in December, reorganizing the department. The bill provides for the reorganization of the department, and for the appointment of a new Fire Department.

THE HARLEM-BROADWAY RAILROAD.

The old bill of last year authorizing the Harlem Railroad Company to construct tracks in Broadway was reproduced to-day by Senator Dutcher. His offer of ten per cent of gross earnings to the city in exchange for the right of way, and the twenty-five per cent bonus provided in the Seventh avenue bill. Both provide for tracks from Union square to Whitehall.

NEW YORK LEGISLATURE.

SENATE.

ALBANY, Feb. 17, 1865.

The bill providing for a public parade ground in the city of New York was passed.

SENATE REPORTS.

To amend the act providing for widening Fourth avenue, Brooklyn.

Relating to the communications between the Seventeenth and Fourteenth wards, Brooklyn.

Amending the charter of Brooklyn.

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To incorporate the Brooklyn and Manhattan Company.

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PROCLAMATION BY THE PRESIDENT.

An Extraordinary Session of the Senate Called.

Whereas, objects of interest to the United States require that the Senate should be convened at twelve o'clock on the 4th of March next, to receive and act upon such communications as may be made to it on the part of the executive.

Now, therefore, I, ABRAHAM LINCOLN, President of the United States, have considered it to be my duty to issue my proclamation, declaring that an extraordinary session require the Senate of the United States to convene for the transaction of business, at the Capital, in the City of Washington, on the Fourth day of March next, at noon on that day, of which all who shall at that time be entitled to act as members of that body, are hereby required to take notice.

Given under my hand and the seal of the United States at Washington, this 17th day of February, in the year of our Lord 1865, and of the independence of the United States of America the eighty-first.

ABRAHAM LINCOLN.

By the President: WM. H. SEWARD, Secretary of State.

NEWS FROM TEXAS AND MEXICO.

NEW ORLEANS, Feb. 18, 1865.

The following was received through a refugee from Western Texas, regarding Price's and Magruder's armies, and is deemed reliable.

Price's command is about nine thousand strong, mostly cavalry, from Texas.

Large numbers of deserters are constantly arriving at El Paso and escaping north into Arkansas and Missouri.

Price's headquarters are at Bonham, Texas, four miles south of the Red river, in a fine foraging region.

Magruder is at Camden, Arkansas, with a part of his command, but the main body (chiefly cavalry) is on a steaming expedition in Texas. The horses of both commands are in an exhausted condition. Magruder has twenty thousand men on his muster roll, two-thirds of whom are effective.

Price's headquarters are still at Shreveport, Louisiana. His entire strength is estimated at thirty-eight thousand, only about twenty thousand of which are available.

Immense droves of beef cattle, numbering some hundred thousand head, are roaming on the prairies of Western Texas.

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